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ORGANIZATION OF THE HAF

1. The HAF, which in size was roughly equivalent to a Soviet Air Corps, was composed of two air divisions, each of which was authorized three regiments. An air regiment was composed of three air battalions (squadrons), each with three flights. In case of hostilities, however, each air unit would receive one additional subordinate unit. For example, one air regiment then would consist of four air battalions. The authorized strength of a Fighter or Ground Attack Air Regiment was 360, which included 36 pilots. An air regiment was authorized 36 planes, four aircraft per flight. The actual strength was much lower, however, and only about 1/3 of the authorized strength. There were no mixed units in the HAF; the fighter regiments had only fighter squadrons and the ground attack regiments only ground attack squadrons. There also were no mixed Soviet and Hungarian air units, although Soviet personnel have been attached to Hungarian units as instructors, supervisors and advisors. I believe that all these Soviet pilot instructors returned to the USSR during the latter part of 1950.
2. I believe that the total strength of the HAF was approximately 2500, but the number might well be higher. [redacted] most of the personnel were draftees who were in for three years. These included men born between 1926-31. First three graders had to sign for four years additional service at the time of their advancement from the four lower grades and commissioned officers had to serve for six years. I believe that after an individual had served his term of service, he was transferred to reserve status.
3. The HAF received its fuel, oil, food and clothing from the Hadtap, a division of the Ministry of Home Defense. Hadtap also handled finances for the HAF. Each regimental supply section was subordinate to Hadtap. Food supplies were not received from higher headquarters and each regimental supply section was allotted a certain sum for the purchase of food from the public stores and farmers.
4. Most of the newer aircraft in the HAF were of Soviet origin. Czechoslovakia supplied some aircraft and tools, but armament, vehicles, special equipment, fuel and oil usually came from the USSR. New aircraft were either flown by Soviet Pilots to Hungarian airfields or shipped in crates by rail to Tokol Airfield where they were assembled. Aircraft were replaced only with the approval of a Col Andras Zalke, Chief of the HAF, and upon the recommendation of a Lt Col Kalman Horvath, the Chief Engineer Officer of the HAF.

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FIGHTER REGIMENT AT VESZPREM (4704N - 1801E)

5. The total authorized strength of this regiment was 360 which included both flying and non-flying personnel. I can't remember the exact number of men in the regiment, but I believe that there were about 200. The regiment needed to be at full strength in order to operate most efficiently. Although the regiment was authorized three squadrons, I believe that there was only one.
6. This regiment had 10 Yak-9 aircraft which were relatively new. They had been manufactured in the USSR in 1947 and were received by the HAF during November and December 1949. These aircraft used 95 octane gasoline. They were identified by the blue color on the propeller hub and the blue number on the fuselage.
7. The normal operational radius was 90 kilometers from Veszprem. Each individual cross-country flight had to be approved by the Office of the Commander of the Air Force, Ministry of Home Defense. During routine, local flights, each pilot was assigned an air space radius of about 15 kilometers. I am sure that there was no night, all-weather or instrument flying at this field or any other one in Hungary.
8. One Political Officer was assigned to the regiment and another to the squadron. It was their duty to give political indoctrination lectures to the personnel and to assist the Security Section (Defensiv O Sztaly) in the investigation of suspected subversive activities.
9. Major repair work and maintenance was performed at the HAF main repair depot located at Szekesfehervar Airfield (4709N-1825E).

GROUND ATTACK REGIMENT AT VESZPREM AIRFIELD

10. This regiment also was authorized 360 men and 36 aircraft, although the actual strength was around 200. The unit was equipped with IL-10 and/or IL-2, (Stormovik) aircraft. I don't know how many of these planes were assigned to this particular regiment but there were about 90 IL-10s and IL-2s in the entire HAF. These aircraft were received from the USSR in December 1949 and I believe that they had about 150 to 180 hours of flying time. These planes also used 95 octane gasoline. This regiment was formed in the autumn of 1950.

FIGHTER REGIMENT AT TOKOL AIRFIELD (5721N - 1859E)

11. The fighter regiment was formed in December 1950, and also had an authorized strength of 360; actual strength was about 200. Of the 60 Yak-9 aircraft in the HAF, about 10 were assigned to this regiment. The propeller hubs and the numbers on the fuselage were painted red. The operational area covered was 90 kilometers.

GROUND ATTACK REGIMENT AT TOKOL AIRFIELD

12. Like the other regiments which I have described above, the authorized strength of this ground attack regiment at Tokol was 360, but had an actual strength of about 200. The regiment used IL-10 and/or IL-2 aircraft, but I don't know how many were assigned. I believe that the propeller hub and the numbers on the fuselage were painted blue. The unit also was formed in December 1950.

FIGHTER TRAINING REGIMENT AT KECSKEMET AIRFIELD (4653N - 1941E)

13. This unit was authorized 360 personnel and 36 aircraft. In February 1951, however, there were only 90 men, including instructors, students and maintenance personnel. Normally, the squadron would have three squadrons, three flights each, but because of the lack of personnel there was only one squadron. There were about 12 pilot instructors, 25 students, 12 Chief Mechanics (officers) and 24 enlisted men who were maintenance personnel. The remaining men were administrative. The regimental commander was a Capt Janos Szentivanyi.

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14. The regiment used five Yak-9, two Yak-9B and four Yak-11 aircraft which were identified by the red propeller hub and the red number on the fuselage. The operational radius was 15 kilometers from the airbase. During local, routine flights, each pilot was assigned a radius air space of 15 kilometers. Individual cross-country flights were cleared with the Commander of the HAF. [REDACTED]

[REDACTED] Major repair and maintenance was performed at the Szekesfehervar Repair Depot and spare parts for the aircraft were supplied by the Szolnok Air Depot.

GROUND ATTACK TRAINING REGIMENT AT KECSKEMET AIRFIELD

15. The authorized strength was 360 but in February 1951 the actual strength was about 90, which included instructors, students, mechanics and administrative personnel. There were 13 pilot instructors, 25 students, 13 chief mechanics, (officers) and 26 mechanics (enlisted men). The rest were administrative personnel. The Commanding Officer was a Maj Tibor Szucs.

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16. The unit had 10 IL-10 and three IL-2 aircraft. The IL-10s were relatively new and in good mechanical condition, whereas the IL-2s were older and in poorer condition. The propeller hubs and the numbers on the fuselage were painted blue. The operational radius was about 90 kilometers from the field. [REDACTED]

[REDACTED] the letter CS standing for Csata (Assault). Major repair and maintenance service was performed at Szekesfehervar and spare parts provided by Szolnok.

FLYING SCHOOL AT SZOLNOK AIRFIELD (4708N - 2013E)

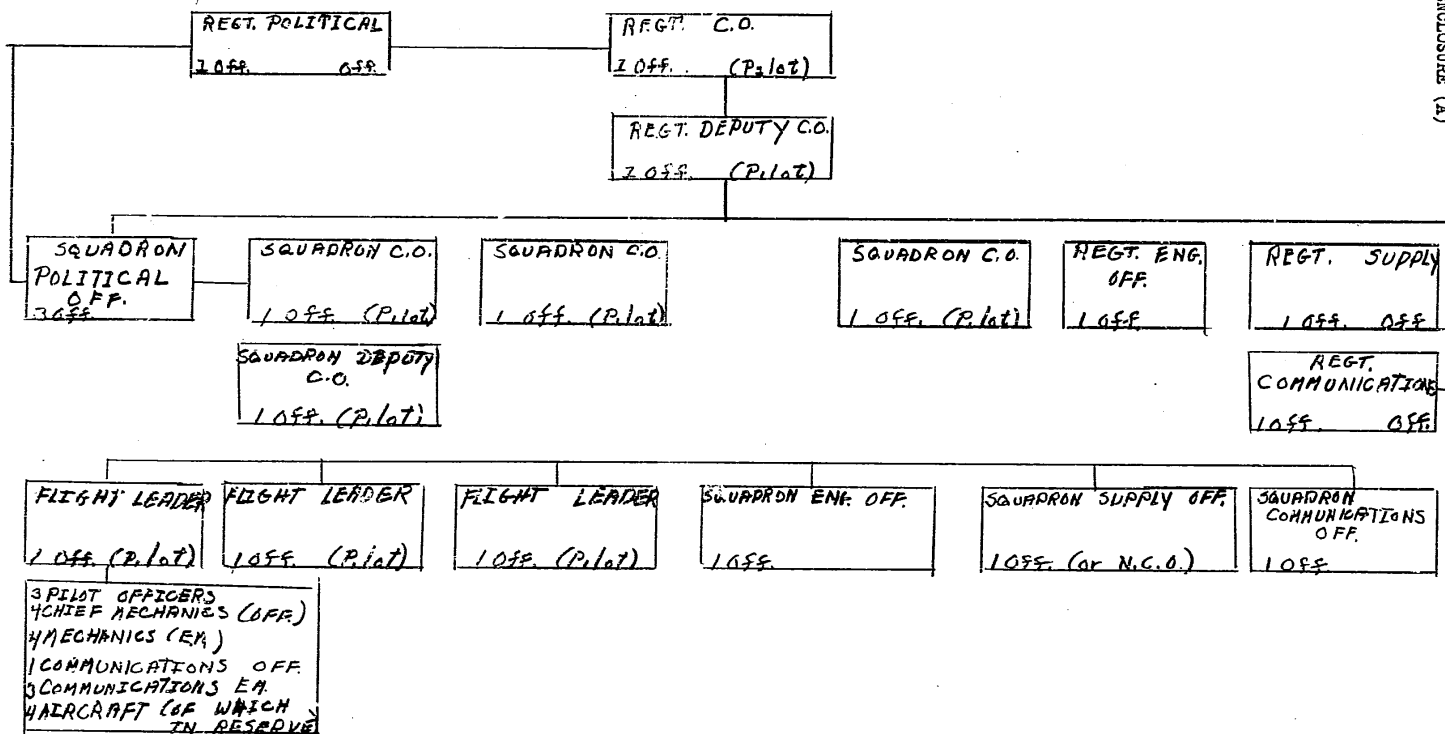
17. There were about 600 personnel stationed at this airbase in December 1950. Of this number, 500 were students, 40 were mechanics and the remainder instructors and administrative personnel. A Lt Col Laszlo Huba was in command of the school. The airbase started operation as a basic flying school in the spring of 1950. It was known as Kilian Gyorgy Repulo Tiszti Iskola (The George Kilian Officers Flying School).

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18. The training center used 16 Yak-18 and two DC-3 aircraft. The Yak-18s, assigned to the base in December 1950, and were in good condition. Only local flights were made from the field. Basic pilot training lasted for six months, three months of theory and three months of flying. A navigation course was also given at the base which lasted six months. DC-3 aircraft were used. Maintenance personnel trained for three months. [REDACTED] The morale of the students was fairly high but that of the maintenance personnel rather low.

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ORGANIZATIONAL BREAKDOWN OF A
TYPICAL FIGHTER OR GROUND ATTACK
REGIMENT IN THE HAF.

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